IN LOVE'S TENDER KEEPING. geld me a little away from the world, The bird with its breast to the blue singeth

swet.

But the stars never answer its singing.
The cold lights but lure up to lead us astray.
The thorn's in the red of the rose of the May.
Led me to love, dear, and teach me to pray.

Ed me a little away from the world, Pararms, with your firm clasp and tender, Far he lights on the heights stream through

desolate nights,
A tempest of tears in the splendor.
To the gleam and the dream that would lead as astray.
The keen thorns have crimsoned the roses of May.
Lead me to love, dear, and teach me to pray.
Frank L. Stanton in Ladies' Home Journal.

## A THRILLING RIDE.

It was in the smoking room of a hotel that four commercial travelers recently sat in a circle and exsome 40 years of age. A story had just been finished when the dark haired man knocked the ashes off his cigar and remarked, "I guess it's my turn next, boys."

"Yes, go ahead, Jack," said his three companions.

"Well," commenced Jack, tilting thoughtful expression, "in 1880 I Leadville on business. In those days there were two ways of reaching the latter place-one was to take the railroad to Buena Vista and the stage up the Arkansas river, the other was the stage from Denver across the mountains. I had always gone to Leadville by the river route. and on this occasion, for the sake of variety, I resolved to take the all stage road.

We started at daylight in a coach of the old Concord pattern that was almost as large as a Noah's ark. The vehicle was swung on leathern hinges so arranged that it was capable of every conceivable form of motion. It would lurch, pitch, roll like a ship in the trough of the sea. would rear, kick and buck like a justang and had the solid jolt of a

"Like all the other coaches used for carrying passengers over the mountains, it had a mechanical attachment within easy reach of the driver by which he could in an instant detach the horses from the coach. It was to be used to save the horses in case the vehicle toppled over a precipice.

"There were three seats inside, each of which had three people, who were so closely packed together that in case of an overturn there was no extrication, but all must go over as one. There were two seats on top of the coach besides the driver's, all of which were filled, making a total of 18 persons, including the man who held the reins over the four horse team. In the front seat was an Englishman and a young woman, he an agent of some English capitalists sent to inspect some mines, and she an actress, as I afterward learned, going to Leadville to join some theatrical starring com-

"The driver, who is always the most important feature of the outft, was a mere boy in appearance. He was rather slender, very blond as to hair and smoothly shaved save as to a mustache, milky in its whiteless. He wore an immense sombrero, and his hair was so long that the ends lay on his shoulder.

"I studied him with curiosity and mingled anxiety. He seemed to me to be very young for the responsible inty of holding the ribbons over four horses on a route that is regarded as one of the most difficult and dangerous in the Rockies. "I ascertained that this was his

second trip on this line, and that before coming here he had been driving in the San Luis valley. This was not in his favor, as the valley is almost a dead level and affords no raining for mountain driving.

"He was very reticent, unlike the verage driver, and hence the passengers did not cotton to him. We tried to establish social relations with him, but he would only reply a surly monosyllables. He spoke anly once, to the extent of one or two words. We were passing a manty on a bit of tableland, beside which stood a dog regarding us with a friendly glance and exhibit-ing his satisfaction by wagging his tail. Suddenly from the seat behind me a voice was heard:

"Say, driver, will your horses

"The driver as well as the rest ooked around and saw a young man holding out a revolver pointed in be direction of the dog.

"Put up that gun, you fool!" pared the blond driver. 'What do on want to fire at the dog for That harm has he done you?

"The young man, very much eturned the pistol to his pocket. aise the driver in my estimation, and the favorable impression was further heightened when the Engishman offered him a drink from ? lask of whisky, which he refused in

gruff manner. "The second morning we reached the summit of the pass. The road was steep, difficult and in places ery dangerous. The driver, hower, seemed always cool and began exact the confidence of all the esengers.

"It was not quite light when we reached the divide and began the descent on the farther side. The pounding of the iron hoofs on the lass was scarcely a pass in any rock faced road, the roar of the lass was scarcely a pass in any rock faced road, the roar of the lass friends begin packing.

simply a broken, ragged hollow the leather springed coach as it which cut through the ridge at an rocked like a tempest tossed vessel. elevation of many thousands of feet above the level of the sea. The shadows of night were just sinking from the mountain tops and the scene was one of grandeur. "Above us to the left rose a single

peak clad in snow, and which, catching the earlier rays from the eastern horizon, stood in the clear atmosphere clean cut, massive and glittering with a resplendent opalescence. Just below us extended a cloud formed ocean, still dark and with the shadows of night, which was as level as a floor, and which extended to the distant horizon. The high peak, with its brightness, seemed a huge dome of light, as if a giant to illuminate the cloudland below. As we descended we entered the ocean of clouds, which receded changed stories. One of them was a little way from us, making it seem a swarthy, keen eyed westerner of as if we were dropping down into an enormous well. Through the walls of this cloud shaft we could see distorted objects. Pines assumed fantastic shapes and great fragments of fallen rocks became hideous monsters. The composition of this ocean was something wonderful. It was of two colors, a fleecy white and a blue. These two colors were not himself back in his chair, with a intermingled except in large masses. There was clearly a defined stratum was in Denver and had to visit of one and then the other overlying it. They were like facize of the blue and white, all exhibiting a superb striction.

'Suddenly we passed through the

cloud masses, which left open the view below. The hollow into which we began to descend had sunk rapidly to a fathomless ravine, and we were seen to be crawling along a narrow shelf blasted out from the side of the mountains and which was but a few inches wider than the space required for the wheels of the coach. We were between what seemed to be two parallel mountains. I glanced up. It was like looking out of a deep slit in the earth. I looked down to the right and withdrew my eyes with a dizzy feeling of horror. It was on the very edge of the precipice that we were moving, and so close was its outer edge that it seemed that with my extended hand I could have dropped a pebble directly into the abyss. In the momentary glance I had caught sight of a border of pines so far down that they seemed like hothouse plants strewn along the walls of the chasm. Not a sound was heard, save the querulous creaking of the leathern hinges and springs of the coach and the dull grating of the brakes on the wheels. Even though the latter were so fastened that the hind wheels no longer revolved, they were not sufficient to control the speed of the coach, and the wheel horses, almost on their haunches, were tugging at their pole straps till they were apparently about to be carried from their feet. I glanced along the road in our front with the hope that there might be some visible termination of the appalling situation.

"At this moment we entered on a comparatively straight line of road, sible." to run till it was cut off a long distance down by a apur of the mountain, which extended across to the track and at which the road seemed to end. We were descending at an angle of not less than 30 degrees, and at each step it looked as if the horses would be carried off their feet by the tremendous pressure of the coach. The wheels at one moment would sink into the soft wash from the mountain side and the next strike a detached fragment of rock, sending the vehicle now to the walls on the left, then over to the right, till the abyss yawned beneath like the rav-

enous jaws of hell. "We had descended a short distance down this straight piece of road, when in the midst of a lurch from which there seemed no possible recovery there rang out a sharp crack, like a musket shot. There was a sudden cessation of the grinding noise on the breaks, the heavy coach plunged forward like an avalanche, there was a fierce confusion. a clatter of whiffletrees as the coach appeared about to roll over the horses, and then came the conviction like a blinding flash that the

brakes had given way.
"'God in heaven, jump!' was shricked by some one behind me. Then I rose to my feet as I waited for the driver to detach the plunging mass of horses from the coach and stood ready to spring. For the millionth part of a second my attention was distracted by the cries from the passengers within the coach, who were howling and shricking like madmen, and then I was re-

called to my own danger as 1 clung with difficulty to the seat and braced myself for a leap the moment opportunity offered.

"Just then the driver rose to his bashed, muttered something about | feet. His long whip described a only wanting to have a little fun swift circle and fell across the backs and scare the brute, and sheepishly of the leaders. They sprang forward like a shot from a cannon, The little incident had the effect to dragging the wheel horses with the coach. As the lash struck the leaders the driver tightened the reins and gave a yell of encouragement to his team, and then, leaning far back, guided them with taut lines directly down the narrow road. The four horses at once leaped into a wild run, and then I comprehended that he intended to keep in the road instead of abandoning the coach to its fate. So far as I can recall, there was no sound uttered after the shout of the driver. Within and without the coach a paralysis possessed all. The only sound was the fierce pounding of the iron hoofs on the

take definite shape. We moved, as t were, between two great walls, time, and I don't care who hears it!" of darkness, somewhat as in a swift railway train when passing through a narrow gorge. There was no difference between the wall of rock on one side and the abyss on the other. I continued standing, clinging to the stanchions with a deadly clasp, possessed by a vague impression that a jump must be made at some approaching crisis. 1 have an indistinct impression that the woman in the driver's seat had both her arms about the waist of the Englishman and that he stood with his face to the wall to the left and clung to the railing of the seat like a drowning man to a storm

tossed spar. "I recall that we seemed scarcely to touch the ground; that we flew; that our movement was one of vast leaps, in which we struck the ground with a resounding clash, like a vessel in a storm when its bow is met by a wave. "The air pushed against my face as if it were some demoniacal energy trying to wrench me from the coach. All the time, in my hazy consciousness, lying apparently across the road was impending death. I felt it was the fate which menaced us. It was a black wall against which we would break and then-annihilation.

"I have no idea of the time. It might have been a minute; it might have been 20 for aught that I comprehended during our descent. I only recall that we went rocking, thundering down the steep grade and then-unconsciousness.

Here the dark man stopped his narration, as if there were no more

"You were not killed evidently, said one of the listeners. "What

else happened?" "Nothing much. When I came to myself, we were in front of a ranch used for a station. The coach had stopped, and several men were running toward us from the stables. The four white horses stood with drooping heads in front of the coach and were hardly visible through the dense cloud of steam which rose from their heaving bodies. The driver was sitting in his seat, his elbows on his knees, his chin resting on his hands and himself as impassive as if cut in marble.'

"How about the rock you were going to smash up against? That's what I'd like to know."

"That's what I'd like to know myself," replied the dark man. "I believe, however, that just where we rounded the rock there was a deep impression in the road on the side next to the wall, and it was the dip of the wheels in this hollow which prevented the coach swinging outward, so that as it righted we had passed in the open place just a few feet from the gulch. It was the tremendous shock as the wheels plunged into the depression and the thought we had struck the rock and I was killed which made me insen-

Anybody hurt?' "Not a hair of one of our heads. The driver landed us in as good condition as we are this minute in this room. We made up a purse for him of \$100, and the company gave him as much more. That's all. I'm off. Good night!"—Washington Star.

Muller and Macaulay. Professor Max Muller tells a characteristic story of Lord Macaulay in his "Literary Recollections" in Cosmopolis. The advisability of providing for the instruction in Sanskrit of English youths destined for service in India was a debated question, and Macaulay sent for Professor Muller, who was an advocate of such instruction, in order to hear what he had to say in its support. The interview lasted an hour, during which the professor found it impossible to get in a word edgewise against the flood of arguments against his position which poured from the historian's lips. When the harangue was ended, he was dismissed with thanks for the valuable information he had imparted.

An Unfair Advantage.

Dr. Lasker, the great chess player, when in London is in the habit of occasionally visiting a certain restaurant in the city well known to many chess devotees. On one of these occasions, just prior to his de-parture for St. Petersburg to play Dr. Steinitz for the championship, a fussy old gentleman offered to play him for a box of cigars if he would concede him the odds of a queen.

The offer was good naturedly accepted, and on Lasker's winning he became the recipient of a box of doubtful looking cigars, which, however, the donor averred were of

good quality.

On visiting the same restaurant after easily defeating Steinitz Lasker happened to meet his late opponent, who asked him what he had thought of the cigars.

"First rate," replied the cham-pion; "in fact, I might almost say they won me the match." "Indeed! I are delighted to hear it," returned the old gentleman,

much pleased. "Yes," continued Lasker, with a merry twinkle in his eye, "I gave them all to Steinitz!"-London An-

- Look out for malaria. It is seasonable now. A few doses of Prickly Ash Bitters is a sure preventive. Sold by Evans Pharmacy.

- If good cheer becomes lacking,

An Inconsistent Theorist.

"Down with monopoly!" "On neither side did anything claimed the grocery man indignantly. "That's my sentiment every

> "There is no doubt that the trusts are exercising a tremendous power in the business of this country," replied the man who had come in to get a package of smoking tobacco. "It is a shame and a disgrace. They are forcing down prices so that it is almost impossible for the small

dealer to make a living. It makes my blood boil to think of the way in which they stamp out competition!"

"How do they go about it?" "Why, sir, if they find that some-

body's goods are being sold instead of theirs, they will cut the price of | ing car with observation attachtheir commodity so as to bring it lower than the other firms, and so leave him no ground to stand on! That's where the dealer's profit goes. Take, for instance, that package of tobacco. I used to get 15 cents for that."

"How much do you want for it now?"

"Ten cents."

"Ten cents! That's as much as Bobson charges. He has the reputation of being the dearest man in the neighborhood too."

"Does Bobson only charge 10 cents?"

"That's all." "Are you sure?" "Positive."

"All right. You take it along for 8 cents. When the day comes that I can't undersell Bobson, I'm ready to go out of business!"-Washington

Rat and Ferret.

A big rat that made its home under the carnivora house in Central park was caught in a large wire trap. To kill the rat a ferret was turned into the cage. The battle that ensued stirred all the sporting blood in the veins of those who watched it.

The rat was 8 inches long and in the pink of condition. The ferret was fat and beefy. The antagonists eyed each other warily. Then the rat attacked the ferret. His teeth were cleverly evaded, and he was chased into his corner.

Some close infighting followed, the animals being clinched and struggling vigorously. The ferret scored first blood, biting the rat between the eyes. But the ferret's fat had begun to tell, and his wind was almost gone. The rat did not give him a chance to rest and soon had the blood streaming from a wound in his side.

The ferret became desperate and rushed his enemy all over the ring. A clinch followed with the animals rolling all over each other, fighting for death. The ferret suddenly saw an opening and sank his long incisors in his antagonist's throat, shaking him in fury. The rat squealed in agony and fell dead as the ferret threw him across the trap and lay down panting and weak from loss of b. Jod.—New York World.

"Say, stranger," said a man to an almanac agent out west, "I'll take a thousand of yer almanicks if yer'll sell 'em to me cheap."

"All right! All right!" almost shouted the agent, jumping at the chance of his life and wondering what in the world the man wanted

with so many almanacs.
"Yer see," continued the man, "I had one of yer almanicks last year and every time the almanick said one thing I knew it would be the other way, so I raised a powerful good crop. What I calculate on is to distribute the almanicks through the country so the people will raise their crops by them, and I'll put in a whopper of a crop and go ag'in the almanick. Then them folks will fail in their crops and I'll have a good crop and sell it at my own

The agent came near collapsing then, but sold the almanacs and heard the farmer say: "Much obleeged. I expect to make my for tune out of these."-Little News.

Why the Cat Waited.

To be shaved while traveling on a fast flying railroad train is not the pleasantest thing in the world, though the accidents to men occupying the barber's chair on the "flier" are not so numerous as one might suppose. A writer in the Buffalo Enquirer tells a story of a man who amid the joggles and turns and bumps of the car noticed with some trepidation a black cat mewing and licking its chops expectantly. "What is the cat so interested for?" asked the man. "It's waiting for an ear," said the barber. And the train rolled on.

The most studied military strategist of today is, many will be surprised to learn, no other than the great Napoleon. The first consul's battles, tactics, character and methods are eagerly studied by officers of the British army, and his bust is to be found in many of their rooms -London Court Journal.

CASTORIA For Infants and Children. The Kind You Have Always Bought Bears the Signature of Chart Hitching

- A Teplitz old lady of ninety-nine has committed suicide by holding her head in a tub of water because she did not want to live to be 100 years old.

RAILROAD BURDENS.

Not the Stocks Nor the Bonds, but the

An ordinary passenger car on a steam railroad costs from \$4,000 to \$5,000 and weighs 38,000 pounds, or 19 tons. A mail car, which costs from \$2,000 to \$2,500 and is shorter by about one-quarter than the ordinary passenger coach, weighs 32,000 pounds, or 16 tons. A baggage car without the baggage in it weighs 28,000 pounds, or 14 tons, and costs about as much as a mail car. A sleeping car is more expensive than any of the others, and it weighs a good deal more too. A plain, simple but durable sleeping car costs anywhere from \$6,000 to \$10,000, and an ornate, elaborate, luxurious sleepments, literary annex and culinary department costs anywhere from \$10,000 to \$20,000. The average weight of a sleeping car is from 40,-000 to 44,000 pounds, or from 20 to 22 tons. A full train in motion, as a little

figuring will show, is no light affair. The ordinary weight of the railroad locomotive for passenger service, inclusive of tender, but not of fuel in the tender, is 40 tons. One baggage car weighs 14 tons, and one mail car 16 tons, bringing up tho weight of the locomotive and the baggage and mail cars to 70 tons. Six passenger cars at an average of 19 tons each weigh 114 tons, so that the total weight of a train made up of a locomotive and eight cars would be 184 tons, or 368,000 pounds, exclusivo of the weight of baggage, of the fuel carried, passengers and mail matter.

Pulling 184 tons along rails at the rate of 50 miles an hour or more is an achievement which has not been easily brought about, and the more the problem is studied the more clearly it is understood how far the mechanical work on railroads has been pushed. There were, by the last figures reported, 36,000 locomotives in use on American railroads. 26,000 passenger cars and 8,000 mail and baggage cars. These figures seem large until compared with the number of freight cars on American railroads, and then they seem insignificant, for the number of freight cars in use is 1,250,000.

Freight cars, among railroad men, are divided into four classes-flat cars, such as are used for the transportation of stone, machinery and lumber; box cars, such as are used for the transportation of grain, fruit and ordinary merchandise; stock cars, such as are used for cattle, and coal cars, such as are used for the transportation of coal and oil-7hose used for oil being supplied with tanks. The average weight of a flat or gondola car is seven tons. The car costs from \$300 to \$400. Box cars weigh a ton more and cost \$100 more each. Stock cars weigh eight tons each on the average. Coal cars weigh three tons each. It costs about \$200 to build coal or oil cars, and they are designed to carry five tons apiece. The weight of 50 coal cars is 150 tons, and of their if all filled, 250 tons which, with locomotive and caboose added, make 420 tons as the weight of a train. It may be said roughly that the weight of loaded trains, passenger, coal or freight, ranges from 200 to 550 tons. The lighter the train the greater the speed. That's the railroad rule. - New York

Why He Was Courageous. "I think," she said hesitatingly and with downcast eyes, "that you'd

"Sure," he replied promptly. 'That's dead easy. The only thing that troubled me was the interview with you." "You're not afraid of papa?" she

better speak to papa.

said inquiringly, opening her eyes in astonishment. "Afraid!" he exclaimed. "Why

should I be?"

"Really, I don't know," she answered, "but it's usual, you know." 'Oh, I suppose so!" he answered in the offhand way of the man of the world. "With inexperienced men there would be nothing surprising in it, but I have taken the precaution to loan him money, which is still unpaid."

Then it was that the beautiful girl realized that she had caught a genuine financier for a husband.-Chicago Post.

Russian Maid of Honor.

Directly a Russian maid of honor enters upon her duties she is considered a member of the court and has the right to attend all the official ceremonies. The costume on these occasions is most sumptuous-a rich white satin gown, buttoned from neck to hem with precious stones, and over this a tunic of purple gold embroidered velvet, with a long train and large hanging sleeves.

An Awfal Revenge. "His valet got even with Reginald for discharging him," said one young man. "How?" inquired the other.

"Set his watch ahead, so that Reginald got his evening clothes on at half past 5!"-Kalamazoo Tele-

A Curious Barometer.

A curious barometer is said to be used by the remnant of the Araucarian race which inhabits the southernmost province of Chile. It con-

sists of the cast off shell of a crab. The dead shell is white in fair, dry weather, but, indicating the approach of a moist atmosphere by the appearance of small red spots, as the moisture in the air increases it becomes entirely red and remains so throughout the rainy season.

HOUSEHOLD ECONOMICS.

Methods That Obtained in the Early Part of the Century.

An old cookbook, printed in the year 1835 and bearing the title "The American Frugal Housewife," with a dedication "to those who are not ashamed of economy," is full of interesting reading as a comparative study in household economics. Many things were necessary to the housekeeper of 50 years ago that are unknown newadays or have completely outlived their usefulness. It is Greek almost to the modern woman to be told that "the coverings of oil flasks, neatly sewed together with strong thread, make useful table mats," or "when a white navarino bonnet gets soiled, rip it in pieces and wash it with soft water and, while damp, sponge it with strong, strained saffron ten, then press on the wrong side, and it will look like a new leghorn." Other cautions that are obsolete today are to "save vials and bottles," "preserve the backs of old letters to write upon,' elaborate directions for making over mattresses and pillows at home, how to prevent a pump handle from freezing set in cold weather and scores of similar directions. The compiler advises, for example, that it is wise to have always the tinder box and lantern ready on going to bed, in case of sudden alarm, and, after much considering, decides that in the city it is better to exchange ashes and grease for soap, but in the country it is by far the best economy to make one's own soap," and pages of minute directions follow. So on with scores of similar directions concerning a life that has ceased to be. The chapter devoted to simple

remedies would cause the hair of the modern practitioner, steeped in the germ theory of disease, to rise upright. To prevent lockjaw, lye, a rind of pork, strong soft soap, spirits of turpentine and pulverized chalk are recommended. For throat distemper, the old name for diphtheria, a poultice of rousted apple mixed with an ounce of tobacco, the whole wet with spirits of wine and spread on a linen rag, to be bound about the throat, is a pracea. To stop the blood from a wound apply scrapings of sole leather. A spoonful of ashes stirred in cider is suggested to relieve nausea in cholera morbus. A salve to reduce inflammation in wounds is made from lard tion in wounds is made from lard Ar Port Roya melted and cooled five times in succession, then simmered with sliced onions and once more cooled. Low blackberry tea is prescribed for calomel sore mouth. One suggestion may be of value to the modern mother. To administer a dose of castor er. To administer a dose of castor oil to children so that they will never suspect its presence—will even love the decoction—it should connection at Augusta for Charleston.

Close connection at Augusta for Charleston.

Close connections at Greenwood for all points on Close connections at Calhoun Falls for Athens. even love the decoction—it should be boiled with an equal quantity of sweetened milk, and, when cold, given as a drink. The actual food recipes of the book are held in a down never but there is no support to the state of the book are held in a down never but there is no support to the support to the state of the book are held in a down never but there is no support to the suppor dozen pages, but there is much space devoted to herb lore, the preparations for keeping me ing of dyestuffs, homemade wines, beers and the like. Preserves are dismissed in a page with the laconic introduction: "Economical people will seldom use preserves except for sickness. They are unhealthy. expensive and useless to those who are well." Altogether the "Frugal Housewife" is an illuminating bit of

let it slide slowly down past the various names.

"Gimme some o' that. "Bring me a lot o' that.

"I want plenty o' that. "Lug along a dish o' this.

"Gimme a pile o' that stuff and have it good. See?" "Wee! Wee!" said the waiter. who turned inquiringly to Burke. Eddie waved him off with the im-

perious request: "Bring me the same."-New York

- If you will pluck fthe blossom make up your mind to do without the

eething Children Are generally Puny. Stomach upset,

Bowels out of order—do not rest well at night. The very best remedy PITTS'

CARMINATIVE.

It cures Diarrhoes, regulates the Stomach and Bowels, cures Wind Colic, softens the Gums, cures Chol-era Infantum, Cholera Morbus, Griping, and acts promptly. It is good for adults, too, and is a specific for vomiting during prognancy.

Sold by all Druggists, 25 and 50c.

Ladies Who Suffer

From any complaint peculiar to their sex-such as Profuse, Painful, Suppressed or Irregular Menstruction, are soon restored to health by

## Bradfield's Female Regulator.

It is a combination of remedia! agents which have been used with the greatest success for more than 25 years, and known to act specifically with and on the organs of

Menstruation, and recommended for such complaints only. It never fails to give relief and restore the health of the suffering woman. It should be taken by the girl just budding into womanhood when Menstruation is Scant, Suppressed, Irregular or Painful, and

all delicate women should use it. as its topic properties have a wonderful influence in toning up and strengthening the system by driving through the proper channels all impurities.

"A daughter of one of my customers missed menstruction from exposure and cold, and on arriving at puberty her health was completely wrecked, until she was twenty-four years of ago, when upon my recommendation, she used one bottle of Bradfield's Female Regulator, completely restoring her to health."

J. W. HELLUMS, Water Valley, Miss.

THE BRADFIELD REGULATOR CO., ATLANTA, GA. BOLD BY. ALL DRUGGISTS AT SI PER BOTTLE.

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AUGUSTA AND ASMEVILLE SBORF LINE In effect June 13, 1898 12 50 pm 7 00 am 2 15 pm 10 15 am 4 05 pm 2 30 pm 10 20 am Ar Hendersonville Ar Asheville 4 59 pm 5 52 pm Lv Asheville 10 00 am 11 50 am 4 00 pm 1 20 pm 8 80 pm 6 80 am 2 35 pm 10 50 am Lv Calhoun Falls Ar Raloigh...... Ar Norfolk..... Ar Petersbur Ar Richmond Lv Augusta. Ar Allendale r Fairfax. Ly Charleston

but all be be be SOLDIER.

Citizen and Christian Patriot.

A GREAT NEW BOOK for the PEOPLE.

LIVE AGENTS WANTED Everywhere to show sample pages and get up Clubs.

retrospective literature.—New York
Post.

Dad Clarke's Order.

Ball players thrive on good food when they are traveling. Some of them go through the bill of fare at the big hotels like hungry tramps at a cottage door. Several years ago the New Yorks were in Louisville. Dad Clarke and Eddie Burke were sitting at the table together, and Eddie said to Dad:

"You give the order."

Dad picked up the "programme" and was confronted with a long list of French dishes which Dad would not have attempted to pronounce for big money.

"Come here," yelled Dad to the waiter, "and don't be swelling up in that dress suit!" Then Dad put his forefinger on the bill of fare and let it slide slowly down past the various names.

EXTRAORDINARILY LIBERAL TERMS!

Money can be made rapidly, and a vast amount of good done in circulating one of the noblest his mount, and a vast amount of pod done in circulating one of the noblest his mount, and a vast amount of pod done in circulating one of the noblest his mount, and a vast amount of good done in circulating one of the noblest his dood done. Active Agent are now reapil garting one of the noblest his contury. Active Agent are now reapil garting one of the noblest his contury. Active Agent are now reapil garting one of the noblest his contury. Active Agent are now reapil garting of good done in circulating one of the noblest his contury. Active Agent are now reapil garting of good done in circulating one of the noblest his contury. Active Agent are now reapil garting of good done in circulating one of the noblest his contury. Active Agent are now reapil garting of good done in circulating one of the noblest his contury. Active Agent are now reapil garting on the part quisters. Some of one thet works contury the active food done in circulating ones the noblest his contury. Active Agent are now reapil garting on the part quisters. Some of one the very man he meets. Dr. J. J. Mason, Muscoge county, Ga., sold 120 copies and 14 copies, mostly in proceo bloding. J. H. Haana, Giston county. Texas, retrospective literature. - New York | EXTRAORDINARILY LIBERAL TERMS !

NOTICE. IN compliance with the recommenda-tion of the Grand Jury, all persons who damage the public roads by the erec-tion of dams on side of road which ob-struct the flow of the water therefron; or otherwise damage the roads by throwing rocks, brush or other obstruction in the rocks, brush or other obstruction in the side ditches, will be prosecured, unless such obstructions are removed before the first day of April next. This is given so that guilty parties may have time to comply with the law.

W. P. SNELGROVE, Co. Sup.

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